

# CAUTIOUS SINCE TITANIC'S LOSS

## Nothing Is Overlooked by the Steamship Lines.

### SOUTHERNMOST ROUTE TAKEN

#### More Lifeboats on Vessels and Better Manned Wireless—Most of the Companies Are Exerting Themselves Far Beyond the Law's Demand.

The world knows now that marine construction has not yet designed and built an unsinkable ship any more than architects have discovered the absolutely fireproof building. Something can happen which can send to the bottom of the ocean the strongest steel and the most perfect joining that man has yet done, but today it is safe to say that never before in the history of mercantile marine of any nation have life saving appliances aboard ship been brought to their maximum efficiency so quickly as has been done by all nations since the Titanic disaster taught its tragic lesson.

The ships that are now going out of the port of New York or from any other port, for that matter, are as safe as man can make them, and the chances of life are so near 100 per cent as to call for infinitesimal fractions to express the difference.

#### Change of Course.

Passenger liners going from New York to ports of northern Europe and the entire British Isles are taking a route many miles to the south of the iceberg zone, at least according to the best data of the hydrographers. They are going out equipped with more lifeboats than ever before, and these boats are ready for service. There has been a sharper assigning of crews for all boats, with necessary drills in the harbor. Life belts have been overhauled, inspected and made ready; lookouts forward have been re-enforced, and, supplementing this, the efficiency of the wireless equipment has been raised, not so much by the improvement of the apparatus as by additions to the human force. The trend is toward the entire elimination of the "dead hours," when the "S O S" or "C Q D" might sound vainly in the unused receiver of a ship only a few miles from a great vessel in distress.

#### Out of Iceberg Region.

The original routes called for the crossing of westbound liners at the danger point of the banks at a much higher latitude and in a longitude that is now the very heart of the iceberg region—that is, at latitude 42 degrees, longitude 47 degrees. The original eastbound course called for the crossing of longitude 47 degrees at latitude 41 degrees. These routes have been fixtures for many years, and, although there have been several collisions and narrow escapes on the part of some of the crack ships, there never has been a serious effort to shift the courses below the fog and ice limit.

The final and what are regarded as the absolutely safe lanes, eastbound and westbound, are far out of the region where icebergs have been seen even in the record years for soft and comparatively harmless bergs and far from the region of frequent fog. The westbound point in the danger zone under the new regulation is 169 miles to the south of the old course and about 140 miles to west of it. This means the riding of more than 200 miles to the long southerly course in use in the season of ice and fog, from Jan. 15 to Aug. 23.

#### Maritime Congress Likely.

When it comes to the wireless service of the ships the larger liners which go out of New York were unable to add anything to the precautions heretofore taken. Every big boat going out of New York either across the Atlantic or down its coast carries a double shift of operators. One man is supposed to have the telephone to his ears all the time, while his apparatus has not only a main power furnished by the dynamo, but storage batteries for emergencies as well.

But one obstacle to uniform life saving appliances on all ships remains, and that is the maritime laws. Every country has a different law, and by a convention the United States is required to recognize and pass without inspection a vessel of a country which has laws approaching those of the United States. Doubtless out of this conflict will come a maritime congress of the powers or a convention at The Hague which will make regulations uniform and effective.

# NEW CHINESE MINISTER WAS FAMED YALE COXSWAIN

## Chung Mun Yew Was Classmate of President Taft's Brother.

Chung Mun Yew, the old Yale coxswain, who has been appointed minister of the Chinese republic at Washington, is perhaps more widely known in the United States than any other Chinese who has lived here. From his student days at Yale, where he steered the college boat to victory against Harvard in 1883, up to the present time he has been extremely popular in this country and has kept in close touch with American affairs, which he studied with close attention in the years he spent at Washington as interpreter at the Chinese legation.

Leaving the Hartford public school, where he made his preliminary studies, Chung entered Yale in 1883. He was made coxswain of the Yale crew and made a notable record.

He devoted much time to a scientific study of the Thames currents and wind conditions, to such good effect that Yale won that year's contest with Harvard. He was elected to the Delta Kappa Epsilon fraternity, the only one of his race to be so honored. Chung was called back to China before completing his studies at the university.

He returned to this country some years later and was interpreter at the embassy in Washington when Dr. Wu Ting Fang was minister for the first time and served in a similar capacity under Wu's successors. From Washington Chung went to the legation at Madrid and thence to Manila, where he was Chinese consul general in 1904. He was also a member of the opium commission.

Chung's next visit to the United States was in 1908, when he came here as a member of the suit of Tang Shao Yi, now the premier of the Chinese republic and one of his warm friends. At that time there were rumors that Wu Ting Fang, again minister at Washington, was to be recalled and that Chung had been chosen to succeed him.

On his return to China Chung engaged in railroad work and gave valuable aid to the government in its various dealings with foreign financiers regarding loans for the purpose of building railroad communications. Chung is a widower. He has one son, who has been educated in the United States.

Among Chung's classmates at Yale was Horace D. Taft, brother of President Taft.

# FOUND COLD ENDURING PLANT

## Discovered Cherries and Apricots Thriving at 30 Below Zero.

Having discovered during two and a half years' travel that a number of fruits, plants and grasses which will stand cold equal to that of the American northwest, Frank N. Meyer, explorer for the department of agriculture, has returned to Washington. Most of his time was spent in Russia, Siberia and central Asia.

Mr. Meyer found a Siberian bush cherry which will live in a temperature nearly 40 degrees below zero. He came across an apricot which a temperature of 30 degrees below zero will not kill. Seeds and cuttings of both fruit plants were sent to this country. They will prove of value, agricultural experts believe, to farmers in Minnesota, the Dakotas, Montana and other cold northern states. Alfalfa which will endure much cold and various kinds of grain also were found by the explorer.

During his wanderings in Siberia, Afghanistan and other central Asian countries Mr. Meyer was arrested as a spy several times. He never was held long.

# BRYCE ON WORLD TOUR.

## Ambassador Probably Retiring From Diplomacy For a Literary Career.

The British ambassador and Mrs. Bryce are making a round the world trip to include a visit to Australia and New Zealand. Mr. Bryce will visit these countries with a view of completing his work on the historical and political features of both.

Although not officially stated in London or at the state department at Washington, it is believed Mr. Bryce is retiring from diplomacy to devote the remainder of his life to the literary career interrupted by his appointment to Washington five years ago.

# CAB DRIVER FOR CONGRESS.

## "Hungry" Hogan Landed Nomination in Illinois.

"Hungry" Hogan, a Chicago cab driver, got the nomination for congressman at large on the Democratic ticket. He was put on as a joke and beat William E. Williams of Pittsfield 15,000 in Chicago.

A humorous Democratic boss named Gilligan put Hogan on the primary ticket. Hogan obtained his popularity by his appetite. It is marvelous. He spent 90 cents for campaign expenses.

## \$100,000 For Rat Trap.

Benjamin Card, an amateur electrician, who is still in the high school at Fox Lake, Wis., has been awarded \$100,000 by the United States government for a rat trap that will solve the problem of exterminating rats on board warships.

## Norway's Wild Animals.

Of the wild animals of Norway wolves, foxes, minks, weasels, badgers, martens, otters and seal are trapped. The beaver is protected the year round. Bear and deer are shot, not trapped.

# ADMIRAL PEARY WRITES ON ICE

## Says Searchlight Will Find Bergs on a Clear Night.

### BUT NOT WHEN THERE IS FOG

#### "Growlers" the Chief Danger—They Are Submerged, Hard as Rock and Take the Color of the Water About Them—Opinion of an Expert.

One of the best of authorities on the subject of arctic icebergs and the use of searchlights for their discovery is undoubtedly Robert E. Peary. In response to a request Admiral Peary has written for the Army and Navy Journal a statement of his expert opinion on this subject. He says:

"A powerful searchlight would be of great assistance in determining the presence of icebergs in a ship's course in clear weather. In dense fog it would be useless except at such short range as to be of no value. There is no reason why a searchlight on a transatlantic liner should not be equally as effective in determining the presence of icebergs or field ice in any direction as the searchlight on a battleship or cruiser in determining the presence of torpedo boats or other craft. And the same conditions which would affect the usefulness of the searchlight in the one case would also affect it in the other.

#### Large Bergs Least Dangerous.

"Large bergs, with their marbled sides and towering pinnacles, are the least dangerous of all, as they are most easily located and avoided. Under certain atmospheric conditions the presence of these bergs can be detected even while below the horizon, sometimes by the reflection upon the sky above them, sometimes by the little cloud of condensed moisture hovering over them.

"At closer range air temperatures, water temperatures, the whistle and megaphone, the sound of breaking seas and the searchlight may all be of assistance in detecting the danger, and, on the other hand, under adverse conditions all these may be useless in giving warning in sufficient time to prevent disaster.

"The value of all these methods is largely vitiated by the high speed at which modern steamships travel.

#### The "Growlers."

"The most dangerous ice menace to a steamer is the last remaining fragment of a berg, usually a mass of dense translucent ice, hard as rock, almost entirely submerged, absorbing the color of the surrounding water and almost invisible, even in broad daylight, until close aboard. These masses of ice present no surface to the air to affect its temperature, to cause condensation to catch the eye, to send back an echo or to form a sea. Nor is the size of the mass sufficient to affect the temperature of the surrounding water to any distance. I know of no way of detecting them except by the eye, and, as noted, even that is often difficult even under favorable conditions.

"These dangerous fragments of bergs we know in the arctic regions as growlers. I recall one occasion in Melville bay when my second mate in broad daylight, with no other iceberg or fragment of ice in sight from the crow's nest, smashed the ship full speed on to one of these submerged ice rocks with a force which carried away the cabin table, broke some of the couplings of the engine room and nearly sent the topmasts overboard.

"The stout little wooden ship, with her solid bow and elastic sides, carried off like a billiard ball without injury. A steel ship would have had her bilge torn open from bow to quarter. For our huge modern steel steamships, traveling at high speed and intensely vulnerable to puncture, there is no certain protection against icebergs except to give the region where they may occur the widest berth.

#### His Own Experience.

"In my northern work with my snug, strong little wooden ship, the Roosevelt, minding its helm quickly and going at moderate speed, icebergs never gave me much concern. When in a large fleet of them in fog and darkness I usually slowed down. Only two dangers threatened us—one the possibility of running upon a slanting submerged spur in such a way as to throw the ship on her bilges or beam ends and allow her to fill, the other of being smashed under by a huge mass of ice breaking off from a berg alongside and falling on our deck. We had some narrow escapes from this last.

"At times the icebergs were eagerly sought for shelter and protection. The wake of a berg or group of bergs often enabled us to hold our position against the drift of large fields of ice. And in Robeson and Kennedy channels grounded icebergs frequently offered us a partially protected position between them and the rocks of the shore against the onset of heavy flocks of field ice."

#### Finger Printing Babies.

That babies can be finger printed as accurately as grown people has just been proved in the babies' ward at Bellevue hospital, New York. All the features which characterize the adult finger print—loops, whorls, arches, ridges, deltas, etc.—are distinct the very first days of a baby's life. What's more, they do not change.

# DAMES AND DAUGHTERS.

Mrs. Mary E. Ewing of Chicago is said to be the first woman in this country to qualify as a contracting and consulting engineer.

Miss Emma M. Perkins has been appointed a member of the board of education in Cleveland. She is professor of Latin in the College For Women of Western Reserve university.

Professor Emma M. Perkins, daughter of the late Sarah M. Perkins, one of the pioneers of the woman suffrage movement in Ohio, has been appointed a member of the board of education of Cleveland.

Miss Mabel Rice of Denver is believed to be the only woman in the United States who drives a water wagon as a regular occupation. She has secured a position driving a sprinkler on the Denver streets, and her pay is \$4.50 a day. She owns the pair of mules she drives.

Mrs. J. B. Coryell of San Francisco is said to have one of the finest collections of orchids in the world, but that her collection may be even more excellent her husband has engaged a man to penetrate the Sulu archipelago and the isles of Borneo and Java to bring home anything she may not have.

# Pert Personals.

Good for King George! He says, "The queen and I."—Boston Globe.

General Leonidas Plaza has been elected president of Ecuador. Certainly Plaza will be on the square.—Galveston News.

J. Pierpont Morgan celebrated his seventy-fifth birthday recently, and yet he shows no signs of drifting back to the minor leagues.—Milwaukee Sentinel.

Dr. Wu Ting Fang has just thought of a few more questions he would like to ask and is coming back to the United States for his answers.—St. Louis Globe-Democrat.

# The Royal Box.

The kaiser has a passion for old uniforms and boots and shoes of antiquity.

The czarina is said to be of a frugal mind and even to be guilty of having costly hats sent home on approval, copying them and then sending them back as unsuitable.

Queen Mary, if she had not been born in the purple, would have been an able typist. She can tap the keys of her typewriter as quickly as any professional. King George is also able to manipulate a typewriter, though he doesn't use it to any great extent nowadays.

# Flippant Flings.

It has been said sarcastically that Everglades building lots are selling at \$1 a gallon, but isn't that pretty reasonable for Florida water?—Washington Post.

Circus gals in New York have joined the woman's suffrage movement. So far as the bearded lady is concerned, we are in favor of giving her a vote anyway.—Springfield Union.

Congress has passed a law prohibiting the making of certain kinds of matches to prevent "phossy jaw." If there is one thing congress is determined to protect it is jaw.—Washington Post.

# Foreign Affairs.

Whether Japan wants to buy real estate on Magdalena bay or not, it's just as well for her to know that she can't have it.—Albany Knickerbocker Press.

The Chinese populace is awaking to the solemn fact that it takes more than a unanimous hair cut to establish a republic on a practical basis.—Washington Star.

Judging by the current exchange of amenities between Great Britain and Germany, they'll be fighting directly over which one loves the other more.—Washington Post.

# Political Quips.

By the way, who is running for vice president?—Milwaukee News.

We presume the national conventions will select a vice presidential candidate, though no one would suspect it from the present development of the campaign.—Boston Traveler.

Again the enemies of the gayety of nations are proposing to make the term of the president six years and limit each incumbent of the office to a single term.—Boston Transcript.

# Telephone Calls.

The New York telephone call averages a minute and a half in length.

The world's telephone service comprises about 80,000,000 telephones. London has 200,000 telephones, and the calls average 1,125,000 per day.

Nearly every English town now has telephone service with France through the new British channel cable.

# English Etchings.

Five thousand pounds a year is the salary of the speaker of the house of commons.

According to the latest census returns, there are in England 506,563 men of ease and leisure who live upon their means.

The number of British subjects in all parts of the empire rose from 303,694,000 in 1881 to 416,318,000 in 1911. The volume of trade, foreign and inter-imperial, expanded from £985,078,000 in 1896 to £1,770,888,000 in 1910.

# Polly—Miss Yellowleaf says she always tries to get her beauty sleep.

Dolly—Well, all I can say is she must suffer frightfully from insomnia.—Woman's Home Companion.

He said she was his shining light. They wed and came to town. Now when she asks for money, why, He always turns her down.—Cincinnati Enquirer.

He—So you lost that handsome little dog you had?

She—Yes, in a railroad accident. I was saved, but the dog was killed.

He—What a pity!—Boston Transcript.

Benham—We need a reform in our banking system.

Mrs. Benham—Yes. It's a shame that a wife can't overdraw her husband's account.—Judge.

There was a man in Michigan Who used to wish and wighigan That spring would come, So he could home And go away and fishigan.—Chicago Chronicle.

"He said I was a hero, eh?"

"I don't know whether he meant you were a hero or a coward."

"What did he say?"

"He said you were afraid of nothing."—Houston Post.

A reputation for honesty is the best policy.—Puck.

I've noticed that I never feel Like working while I'm smoking; Then indolence will o'er me steal, My mind in drowsy cloaking. When first this fact got in my head I told my wife—alack—oh! "I'd often wondered why," she said, "You men so love tobacco."—Kansas City Star.

# REPORT OF CONDITION OF THE Farmers and Mechanics Bank,

OF HONESDALE, WAYNE COUNTY, PA. at the close of business, May 3, 1912.

RESOURCES.	
Reserve fund.....	\$
Cash, specie and notes.....	\$16,196 00
Due from approved reserve agents.....	\$3,518 47—29,714 47
Nickels, cents and fractional currency.....	129 36
Checks and other cash items.....	147 55
Due from banks and trust companies not reserve.....	
Bills discounted: Upon one name.....	
Upon two or more names.....	119,872 72
Time loans with collateral.....	25,979 88
Loans on call with collateral.....	29,113 13
Loans on call upon two or more names.....	13,935 06
Loans secured by bonds and mortgages.....	
Rates.....	11,498 51
Bonds, Stocks, etc., Schedule D.....	67,397 75
Office Building and Lot.....	18,800 00
Furniture and fixtures.....	2,000 00
Overdrafts.....	9 22
Miscellaneous assets.....	7,325 65
	\$ 402,333 49

LIABILITIES.	
Capital Stock paid in.....	\$ 75,000 00
Surplus Fund.....	20,000 00
Undivided Profits, less expenses and taxes paid.....	2,617 52
Deposits, subject to check.....	\$50,264 19
Cashier's checks outstanding.....	
Individual deposits, Time.....	245,321 78—304,915 97
	\$402,333 49

State of Pennsylvania, County of Wayne ss. I, C. A. EMERY, Cashier of the above named company do solemnly swear that the above statement is true to the best of my knowledge and belief.

C. A. EMERY, Cashier. Subscribed and sworn to before me this 9th day of May, 1912.

My commission expires Jan. 19, 1911. RENA S. EDGERT, N. P.

Correct attest: M. E. SIMONS, } Directors, } M. J. HANLAN, } F. W. KREITNER, } 38w6

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